



The NAMS Global eNews

A collection of news, views, and announcements from
NAMS Global Network

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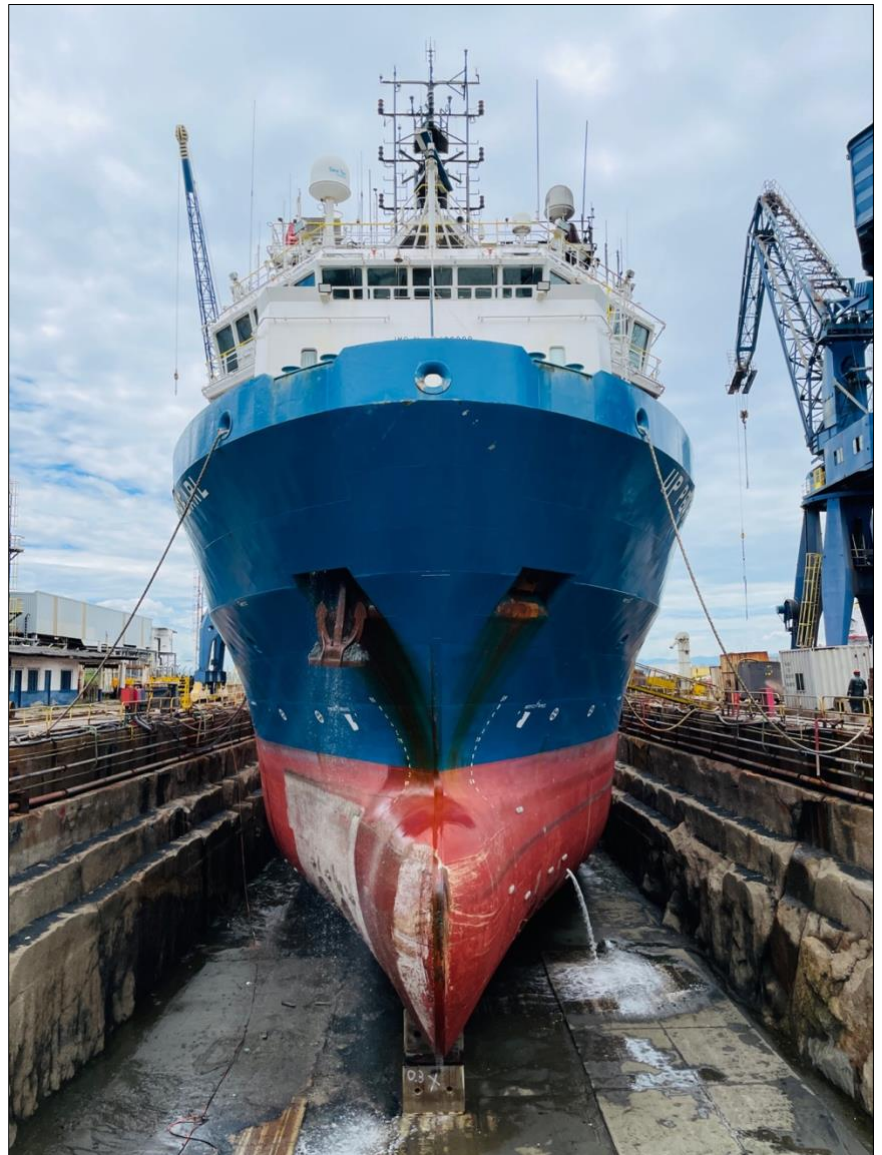


Photo of the month

OSV UP Pear, taken in Rio de Janeiro, Brazil at Enavi Shipyard

from Marcos Picolo, NAMS-CMS

Have your photo published on the front page of our newsletter! Please submit your photo to marcos.picolo@gmail.com

PRESIDENT'S CORNER



*Mr. Brian Barton,
NAMSGlobal President*

Fellow Surveyors,

As always, we are continually looking to improve our efforts to support our international organization and this month was with no exception. This quarter, our committees are working on the following:

- **E-News Editor – Wanted to give a special thank you to Phil Peterson who is retiring his position as Editor for our E- News Publication and working hard over the past few years to keep our members informed of current events. Thank you Phil.**
- **With that being said, we wish to welcome and thank Mr. Marcos Pico who has stepped up as Chair for the E-News. We look forward to working with Marcos and ask all the members to submit current or new changes in your field of expertise or topics that should be introduced to our association.**
- **The Education Committee – Our CE credit guidelines are still under review and will be forth coming and hoping to complete at our next Board Meeting.**
- **Technical Committees – Committee Chairs are still in the process of reviewing the current test for CMS exams.**
- **Marketing – Our marketing group has made significant progress in 2022. More to come in 2023.**
- **Qualification and Certification Committee – As reported, we continue to have significant interest in membership. Mr. George Pereira – Chair and Mr. Dan Cole continue to receive and process applicants.**
- **Ethics Committee – We will soon propose a minor change at our next board meeting to discuss our initial process for each member to maintain their ethics credits.**
- **Apprenticeship, Sponsor Reviews, and Mentor Recruitment – Mr. John Baird continues with this great task. More to come.**
- **RVP - CMS Positions Vacant: Central Pacific, South Pacific, and Western Canada. Please contact me if you are interested.**
- **2023 NAMS 60th Annual National Conference
February 26-28, 2023
601 Pacific Highway - Embassy Suites San Diego, California.**

N A M S G L O B A L

FEBRUARY 2023
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- **This year our conference chair and committee has put together special event with dynamic and leading industry speakers. Please do your best to attend.**

Many thanks and appreciation to each of our conference and committee members for your time and efforts to make these most important contributions to our organization. Members and Colleagues, please get involved in our committees. It doesn't take as much time as you think.

In closing, I wanted to wish each of you and your families a safe and prosperous New Year.

"Growth of our association is not only about increasing membership, it's about our core values and providing the tools to maintain the highest quality standards of surveying to our membership."

Sincerely,



Brian Barton
NAMSGlobal – CMS
President

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A welcome note from our new NAMSGlobal eNews Editor as we take a look at the year ahead

The impact of global shipping and the challenges ahead.

Marcos Pico, NAMS-CMS
NAMSGlobal eNews Editor



As we turn the page to another year, we cannot help but to look back and reflect on the past couple of years. Much of the things we saw in 2022 will most likely continue or be aggravated in 2023. One of the biggest problems right now is the Inflation and the Global Economic Downturn in part due to the ripples of Covid-19. Soaring food and energy costs have fueled the highest rates of inflation since the 1980s. Many believe America is heading for a recession in 2023. Over the past half-century, whenever inflation has reached an annual pace of more than 5%, it has always taken a recession to wring it out of the economy. The current episode of inflation will be no different. Only when growth truly goes negative will America be able to contain its rampant price pressures.

Coupled into the mix is the disruption of the Global Supply Chain. Trade patterns are being influenced by a reshaping of global supply chains through sourcing diversification, reshoring and near-shoring, all of which are expected to impact trade in

the coming year. A good example of this is what we saw in late 2021 and early 2022 with California Ports being jammed which forced ships to find alternate routes in the East Coast. Trade patterns will also reflect movement towards a greener economy, with carbon intensive goods and fossil fuel energy falling out of favor.

The other big catalyst is undoubtedly Vladimir Putin's invasion of Ukraine, which has led to the biggest land war in Europe since 1945, the most serious risk of nuclear escalation since the Cuban missile crisis and the most far-reaching sanctions regime since the 1930s.

As we transition to the new year, we must also deal with increasing customer expectations, accelerated digital transformation and the war for talent – as businesses prepares to face a possible stagflation scenario, a toxic mix of high costs and low demand, it would be wise to invest in yourself and hone your skills.

Nevertheless, 2023 will bring the promise of a new chapter, filled with new ideas and possibilities to be had.

On a more personal note:

I am deeply honored, humbled, and incredibly excited to be presenting you all with my first issue of the NAMSGlobal eNews. I hope you will like the new design and layout as well as the selection of articles and categories chosen for this issue. I want to thank the board, President, Vice-President, Regional Presidents, staff, and Supporters for helping putting together such nice content. The challenges of the position will be tackled head on, and I know the difficulty that lies ahead.

The position of e-News Editor to me involves a great deal of responsibility, but it is also a grand opportunity to take something great and make it even better.

I believe information is power and as editor, it gives me even more opportunity to learn and grow.

My wish is to make the NAMSGlobal eNews an important medium of information to all of our members and also a place for learning and exchange of ideas. I invite all members (and non-members as well) to get involved and make the eNews a place we can all call home. If you have any case scenarios, personal stories or discussions you would like to share with us,

please email them to the NAMSGlobal Office headquarters in Houston at office@namsglobal.org.

Finally, I repeat my gratitude to all people who made it possible for me to be speaking to all of you today and accepting this new challenge – I hope you all enjoy.

A look at alternative fuels in the Marine Industry

The main alternative fuels being considered now include liquefied natural gas (LNG), liquefied petroleum gas (LPG), hydrogen (H₂), ammonia (NH₃), methanol (CH₃OH), and biofuels. In this series, we will look at the pros, cons and challenges ahead for each one of these alternative fuel types.

Marcos Picolo, NAMS-CMS
NAMSGlobal eNews Editor

– Part 1: Liquefied Natural Gas (LNG)

In this five-part series we will examine the main alternative fuel types being considered for the future of the Marine Industry.

The maritime sector (shipping) is part of the wider Transportation sector that is responsible for 16% of greenhouse gas emissions worldwide. Although Shipping is responsible for only 1.7%, the maritime industry is coming under increasing pressure to change course to more efficient and sustainable operational practices.¹

International groups like the International Maritime Organization (IMO), who has since January 2020 introduced a 0.5% Sulphur cap on bunkers to ships operating outside Emission Control Areas, as well as private companies and the wider public at large are pushing for this environmental impact change.

As the world looks at ways of reducing Green House Gas (GHG) emissions and limiting the impacts of climate change and adhering to the Paris Agreement's temperature goals, the maritime industry continues to look for meaningful ways to reduce its emissions.

To achieve this, alternative fuels are seen as a key factor in making the maritime industry more sustainable.

Unfortunately, there is no one-size-fits-all solution, and each alternative presents their own set of problem and challenges.

Let's look at Liquefied Natural Gas or LNG for short. LNG is a colourless mixture of gases – mostly methane (typically 80-95%) – cooled to condense into a liquid. LNG fuel is sourced from natural gas which is extracted from sub-surface gas fields. This is piped to liquefaction plants where it is cleaned and cooled to temperatures lower than -162c. In this liquid phase, the volume of the LNG is reduced by a factor of 600 and can be stored and transported at low temperatures.

The use of LNG as fuel is not new. As a matter of fact, in LNG carriers, the natural gas is stored in liquid state and the boil-off gas is routed to and burned in dual fuel engines.

Some Engines have extremely flexible fuel modes that range from 95% natural gas to 100% HFO and anywhere in between. However, a minimum of 5% HFO for pilot oil is required as these are compression ignition engines and natural gas is not self-combustible.

Natural gas consists mainly of methane, which has a much stronger greenhouse effect than CO₂ and methane slip² if not controlled, environmental benefits to using natural gas are reduced and can cancel out the advantages over diesel or bunker fuel due to the high greenhouse effect of the methane.

Nevertheless, in accordance with DNV's Alternative Fuels Insight (AFI) platform, the use of LNG as a common marine fuel led the way last year – of the total number of ships with alternative fuels ordered in 2022, 275 (excluding battery operated vessels), 222 ships or 81% of total orders were LNG fueled ships.

Also, in accordance with DNV's AFI platform, the total count of LNG fueled ships in operation and on order now stands at 876. A total of 104 new LNG fueled ships entered operation during 2022, representing a 41% growth within the on-water fleet with large crude oil tankers in the lead and container ships in second place.

¹ source: ourworldindata.org

² when gas leaks unburned through the engine

“Far from all are currently operating fully on LNG fuel but there are geographical pockets where LNG is still competitively priced and being bunkered regularly. The underlying growth for LNG fuel is nevertheless very strong and the market will likely return with a boom at some point, with bunkered volumes expected to triple within a very short time span.” says Martin Wold, principal consultant in DNV’s Maritime Advisory business.

As with all the alternative fuels coming into the market, bunkering infrastructure is still a huge hurdle to overcome. As the infrastructure develops, its use is likely to increase. Other challenges such as crew’s limited experience running engines with gas fuels, the future price of gas, and the required safety measures all are critical points to be considered.

LNG is stored at very low temperatures. How low you may ask? The temperature is reduced to -162°C and when natural gas is chilled it becomes a liquid, liquefied natural gas (LNG), that is 600 times smaller in volume, making it possible to carry in larger quantities.

Some of the benefits that LNG fuel provides include:

- GHG emissions up to 23% for large 2-stroke engines
- GHG emissions up to 14% for 4-stroke engines –with potential to further improve
- Can be replaced by low carbon LNG in the future (bio-/e-LNG)

- NOx reduction ranging from 20-80%, depending on engine technology
- SOx, Particulate Matter emissions >90% reduction

Supporters of LNG defend the fact that while other alternatives are unproven and still in development, LNG can be used now and should have a wider role as a transitional fuel, until other fuels are ready for large scale use.

Although some will tout LNG as a relatively ‘clean’ fuel, generally emitting less CO₂ than HFO or MDO when it’s burned, other are not so quick to make this jump. Methane has a much higher, estimated 28 times higher, global warming potential (GWP) than carbon dioxide. Aside from the methane-slip mentioned above, one must also take into consideration the methane produced during the drilling, extraction, and transportation process. Such outbreaks are known as ‘fugitive emissions’ and they could also increase to the GHG problem.

At this time, LNG is seen more as a transitional fuel alternative, and could lose ground to other alternatives by 2050.

Regardless of which fuel type will reign supreme in the future, one thing is for certain, we are moving towards a multi-fuel future.

I leave the reader with the below pertinent news article from gCaptain.

High LNG Costs Force Fjord Lines to Rebuild Two LNG-Powered Ferries to Run on MGO

gCaptain, Mike Schuler | January 6, 2023

Norwegian ferry operator Fjord Line says high LNG prices is forcing it to rebuild two LNG-powered ferries to run on traditional marine gas oil (MGO).

Despite a strong peak season in 2022, Fjord Line says that increases in the price of LNG fuel have led to a “non-sustainable financial situation” for the company.

“The energy crisis, caused by the Russian invasion of Ukraine, has led to extraordinary volatility and significant price increases in LNG – and the price increases have been far higher than for traditional and less sustainable energy sources at sea... This has

led to a dramatically increase in the energy costs for Fjord Line’s two LNG-operated ships, and significantly above a financially sustainable level,” the company said in a statement.

Since this past fall, the two ships, the *MS Stavangerfjord* and *MS Bergensfjord*, have seen a reduction in the number of departures and increased crossing times, i.e., operating slower speeds.

“This is of course not the way Fjord Line intend to operate our routes or the desired customer offering. However, adjustments to our route operations were necessary as a consequence of the extraordinary high fuel costs especially on LNG,” Fjord Line said.

As a result, Fjord Line has decided to rebuild the two ships’ engines from single-fuel LNG to dual-fuel LNG/MGO, which will allow them to switch between LNG and MGO.

Delivered in 2013 and 2014, the ships were the first ferries in the world to operate exclusively on LNG fuel.

Rebuilding of MS Stavangerfjord will kick off this month and is expected to be completed by the end of May 2023. MS Bergensfjord will be rebuilt starting in February with completion expected in mid-June 2023.

The conversions will take place at Fosen Yard in Norway with engines supplied by Wärtsilä.

During the conversion period, Fjord Lines’ Bergen – Stavanger – Hirtshals and Hirtshals – Langesund service routes will be impacted.

“We are saddened by the need for the conversion towards use of MGO, despite Marine Gas Oil having a significant reduced emissions of sulphur than traditional fuel such as HFO (Heavy Fuel Oil). The conversion is however critical to maintain our customer offering, secure workplaces, and to secure the continued development of Fjord Line,” says CEO Brian Thorsted Hansen.

MEMBER'S AREA

NAMS NPR RECAP

John R. Baird, NAMS – CMS Vice-President
North Pacific Region

Thirty-two marine surveyors and industry professionals from Canada, Alaska, Oregon, California, Gulf and East coasts attended the 2022 NAMS North Pacific Regional Fall conference held in Bremerton, Washington at the Fairfield Inn and Suites.

This year's presentations covered a variety of topics including Sub-M vessels, USCG required lights, shapes, and sound, and NFPA 303 fault current testing requirements. Mr. Kevin Ritz from the Northwest School of Wooden Boatbuilding conducted a 4-hour intensive marine corrosion class with hands-on demonstrations and reference electrode testing. The Horse and Cow again hosted Friday night's social event.

The NAMS Board of Directors fall meeting followed the conclusion of the conference on Saturday afternoon with Mr. Brian Barton, Mr. Lloyd Griffin, Mr. Steve Weiss, Ms. Jennifer Yovan, Mr. Joe Derie, Mr. Rick Falcinelli, and me attending.

A big thanks to all of the conference attendees, presenters, and sponsors for a terrific meeting. All agreed that Bremerton will be the host city for next year's North Pacific Conference.



The NAMSGlobal eNews

NEW APPLICANTS

Applicant	Region	Seeking		Sponsor
Williams, Aaron	West Gulf	H&M	Apprentice	Richard Frenzel
Butcher, Timothy	West Gulf	Cargo	CMS	Jeff Millard
Donmez, John	West Gulf	Cargo	CMS	Emerson Callanta
Pope, John	East Gulf	H&M	CMS	Brian Barton
Sparling, Todd	New England	Cargo	CMS	Kuhrts Wieneke
Littlefield, Sam	Great Lakes	H&M	CMS	Ryan Coffee
Blanco, Daniel	South Atlantic	Y&SC	CMS	Simon Bridgwood
Scott, Anthony	East Gulf	Cargo	Apprentice	Eldie Almoite
Reid, Alex	West Gulf	Cargo	Associate	Jeff Millard

NEW MEMBERS

NAMS Full Certified Marine Surveyors

Applicant	Discipline	Region	Sponsor
James Thomas	Y&SC	South Pacific	John Baird
Reuben James	Cargo	International	Matthew Knoll
Philip Carmichael	H&M	South Atlantic	George Beck
Brian Hales	H&M	Central Atlantic	David Pereira
Jeff Peters	Cargo	New England	John Willson II
David Comeaux	H&M	East Gulf	James Stansbury III

NAMS Associated Marine Surveyors

Applicant	Discipline	Region	Sponsors
Daniel Yates	Y&SC	South Atlantic	Matthew Koll

RETIRED MEMBERS

Robert Bartek
 J. Anthony Brown
 Ralph Bruni
 John J. Flachsenhar Jr.
 A. William Gross

Norman Laskay
 Veronica Lawson
 Kerri Li
 Catherine McLaughlin
 Philip Peterson

Ing. Theo van Rijswijk
 John Sanford
 Linda Trumbull

Sub M: Documenting Owner or Operator Change for Subchapter M Towing Vessels

Caleb King | January 12, 2023

Adding a vessel to your fleet? Do you know what to do next to be compliant with Subchapter M? The days of late-night or hand-shake charter agreements are no longer an option for a vessel with a Certificate of Inspection (COI). The biggest challenge for operators, TPOs, and OCMIs is processing operator changes on COIs for very short-term charters. Owner or operator changes for certificated vessels requires pre-planning and certain actions before, during and after the transition.

If the ownership of the vessel will change along with the operator, the first step is to contact the Coast Guard's National Vessel Documentation Center (NVDC) to process the change in ownership and issue a new Certificate of Documentation (COD). Coast Guard field units do not have the authority to change vessel ownership information in MISLE as the NVDC is the only entity that processes CODs. Changes in vessel operator only do not require a change to the COD.

A COI cannot be amended if the COD is not accurate.

You should consider the following to facilitate a smooth transition:

- Utilize a written procedure or checklist that documents your process for adding a vessel to the fleet to ensure compliance with your TSMS and Subchapter M

requirements (e.g., minimum firefighting and lifesaving equipment).

- Include language in your charter agreements to specify that vessel compliance-related documents must be provided, such as vessel surveys and open findings.
 - You need to know about any open non-TSMS findings related to the vessel, as well as any open CG-835V deficiencies.
 - You need copies of annual surveys and drydock/internal structural examination reports for the current COI period.
- The vessel must be covered by a TSMS Certificate prior to or concurrently with communicating with the OCMI to amend the COI.
- Ensure that other documents/approvals have been updated (e.g., NTVRP, VSP, COFR, FCC Station License, etc.) prior to operating the vessel.

Lastly, it is vital for you to note the required timeframes for the next annual survey, drydock/internal structural examination, and external vessel audit. The operator listed on the COI is responsible for ensuring that these activities occur as required.

Ethics and Professional Marine Surveyors

John R. Baird, NAMS – CMS Vice-President
North Pacific Region

Recently, there has been a fair amount of discussion swirling around ethics and NAMS surveyors. All NAMS surveyors have had the opportunity to deal with our ethics exam upon application for membership and the requirement for continuing ethics education. I do not need to remind anyone that the credibility and longevity of NAMS as an international organization is its unerring commitment to ethics and ongoing professional education; key elements that all respected professions are built on. Look no further than to physicians or certified public accountants for proof. As either a patient or client, your expectation is that a medical doctor or CPA will display the highest professional ethics and standards at all times. Without doubt, our survey clients and industry expect the same from NAMS surveyors, anything else less is wholly unacceptable and fatal to our organization's credibility.

From the Notre Dame Law Review (6-1-1999, Brian J. Beck), "...in the eyes of the law, a marine surveyor is a professional. In particular, the courts have defined a marine surveyor as a skilled workman whose profession "is to assist the judgment of the master as to his

proceeding by giving him sound judgment." Surveyors are not required by law to be licensed or to have any particular type of training but executes their profession using specialized training, experiences, knowledge, and or education., Once a person enters the surveying profession, though, that person holds himself or herself out as "possessing the degree of skill" to supply disinterested objective service and report to others, for a direct and definite compensation, wholly apart from expectation of other business or economic gain."

Sound familiar? The NAMS Code of Ethics clearly states, "Surveyors shall not take any position contrary to his knowledge or opinion for any direct or indirect gain or its equivalent".

Furthermore, Beck goes on to state "an early case defined the surveyor's legal duty in *Bradshaw v. Monk*, a comparatively early surveyor malpractice case, underscores one aspect of the marine surveyor's professional obligations. In *Bradshaw*, a purchaser of a leaky yacht sued a surveyor for failing to discover the yacht's need of repair at the time of purchase. Finding in the favor of

the purchaser, the *Bradshaw* court relied on the general principle in admiralty malpractice cases that "ordinary care is that degree of skill which reasonably may be expected of one in the given circumstances." *Bradshaw's* reference to ordinary care or professional custom is similar to general malpractice doctrine in medicine, law, and accounting. "

Again, our code of ethics demands that "Surveyors shall perform services only in their areas of their expertise."

Without question, NAMS surveyors have a huge responsibility to display and maintain the highest ethical standards and behavior at all times. The conduct of surveys and work products should be issued with this sobering fact in mind. Adherence to our ethical standards and maintaining ethical competency through ongoing education is the first line of defense in a surveyor's armory when something goes wrong or otherwise, you need to make dang sure your guardian angel can fly as fast as you survey.

Perhaps anyone can survey a boat, but not anyone has the ethical standards of NAMS surveyors.

INLAND & COASTAL NEWS

C&C Marine and Repair to build 4 Damen Multi Cats

C&C Marine and Repair Belle, Chasse, La., has awarded Netherlands based Damen Marine Components (DMC) its first multi-vessel order in the U.S. DMC will supply C&C Marine with equipment packages for four newbuild Multi Cat 3013 workboats. Each package is comprised of steering gear and rudders, five winches and two towing pin systems.

MarineLog, Nick Blenkey | January 05, 2023



C&C Marine will deliver the first two vessels to Galveston, Texas, headquartered dredging and marine construction contractor Callan Marine Ltd. and will build the second two vessels “on spec” for sale or lease to

the U.S. market.

The primary purpose of the Multi Cats will be to support Callan Marine’s dredging fleet; handling anchors and towing barges wherever they may be operating. The DMC equipment is designed to cope in a wide range of conditions from the subtropical climate of the Gulf of Mexico to the freezing winter on the Great Lakes.

Each of the 30-meter, multi-purpose Multi Cats will be fitted with DMC piston-type steering gear, two tugger winches, an anchor winch, a towing winch, an anchor handling winch and two towing pin systems rated 50 and 80 tonnes respectively. All of these are designed and manufactured at DMC’s production facilities in the Netherlands, Poland and China.

DMC will also be supplying a triple rudder system for each vessel, produced in-house to a third-party design. All DMC equipment is designed and built on the three principles of durability, reliability, and low maintenance over the long term and in all conditions.

“We have full confidence that Damen Marine Components’ equipment will deliver years of trouble-free service to our client Callan Marine,” said Tony Cibilich, owner of C&C Marine, says:

“DMC’s products can be found all over the world and it has a strong reputation in the international market. We look forward to doing business with them again in the future.” “Our dredges depend on these working vessels to complete large scale public and private projects.” said Callan Marine COO Arie van den Adel. “We are proud to have the quality of winches provided by DMC on these important new builds.”

“It gives us great pleasure to be able to show to the U.S. market that we design and build equipment that vessel owners and operators can depend on for reliability and minimal downtime over the long term,” said Ronald Beekhof, sales manager, Damen Marine Components. “Our thanks go to C&C Marine for giving us this opportunity and we look forward to supporting them throughout the installation and commissioning process.” All DMC’s winches are designed using proven engineering principles and built to the highest standards. Its towing winches are unique with gearboxes that automatically adjust to the required pulling force. This enables them to always run at the most efficient speed. This technology is also used for the anchor-handling winches to maximize safety in the often-hazardous conditions in which they operate. All DMC products can be customized to meet the requirements of each client.

Legislation creates a new Great Lakes Authority

Rep. Marcy Kaptur: “Our new Great Lakes Authority will serve as a powerful catalyst to strengthen America’s heartland and move us ahead for the 21st century.”

MarineLog, Nick Blenkey | January 03, 2023

There has been plenty of good news for the Great Lakes in all the year end flurry of legislation, and it’s not only about icebreaking, important as that is. The omnibus appropriations legislation now signed into law contained an amended version of a bill introduced by Rep. Marcy Kaptur (D-Ohio) to create a new Great Lakes Authority. Conceived by Rep. Kaptur as a federal authority with a structure and mission similar to the Appalachian Regional Commission, the newly established Great Lakes Authority will operate as a federal regional commission dedicated to identifying and advancing solutions to the economic and environmental challenges facing the eight states of the Great Lakes region: Ohio, Michigan,

Wisconsin, Illinois, Indiana, Minnesota, Pennsylvania, and New York.

The Great Lakes Authority will be empowered to:

- Grow the capacity for successful community economic development by deploying grants to programs focused on workforce skills training, employment-related education, entrepreneurship, technology, and business development as well as for transportation, telecommunications, and public infrastructure projects
- Promote the development of renewable and alternative energy sources as well as resource conservation, tourism, recreation, and preservation of open spaces in a manner consistent with economic development goals
- Provide assistance to severely economically distressed and underdeveloped areas that lack financial resources for improving basic healthcare and other public services

The omnibus appropriations legislation authorizes the Great Lakes Authority to receive – beginning in fiscal year 2024 – the same funding levels as the Southeast Crescent Regional Commission, the Southwest Border Regional Commission, and the Northern Border Regional Commission. Currently, these three Regional Commissions are each authorized to receive \$33 million annually through fiscal year 2023. The fiscal year 2024 funding levels for the three Regional Commissions and the

Great Lakes Authority will be determined by the 118th Congress.

“The Great Lakes Authority represents a new vision for how to harness existing assets and focus attention and resources to the corner of our nation that makes, builds, and grows America,” said Rep. Kaptur. “As the home of a highly-skilled workforce, North America’s freshwater kingdom, and a growing, innovative hub of manufacturing, energy, agriculture, and defense – the Great Lakes region is poised and ready to capture the future. Through the collaborative work of Republicans and Democrats, our new Great Lakes Authority will serve as a powerful catalyst to strengthen America’s heartland and move us ahead for the 21st century.”

“Great Lakes ports support this legislation and commend Congresswoman Kaptur for her leadership,” said American Great Lakes Ports Association Executive Director Steve Fisher. “By creating the Great Lakes Authority, the federal government can now become a partner in the economic restoration of the Great Lakes region.”

The legislative text outlining the establishment of the Great Lakes Authority can be found <https://kaptur.house.gov/sites/evo-subsites/kaptur.house.gov/files/evo-media-document/fy-23-omnibus-title-iv-sec.-401-establishing-the-gla.pdf>

Evergreen Marine ordered to pay \$676K over Ever Forward grounding

Offshore Energy, Jasmina Ovcina Mandra | January 6, 2023



Figure 1: U.S. Coast Guard Photo

The State of Maryland has ordered the Taiwanese shipping company Evergreen Marine to pay \$676,200 to cover the costs for the restoration of oyster bars which were damaged following the grounding of Ever Forward.

The massive 12,000 TEU container ship ran aground off Pasadena in the Chesapeake Bay after leaving the Port of Baltimore on 13 March 2022, for her journey to Norfolk, Virginia.

The operation to free and refloat the vessel lasted for over a month, and after several attempts failed the ship was finally refloated on 17 April.

An emergency wetlands license was issued after the grounding to allow for dredging to refloat the vessel. The grounding and dredging impacted about 14 acres of Chesapeake Bay bottom, including 11.5 acres within the boundary of a natural oyster bar, according to Maryland's government.

"The seeding of oyster bars will contribute to an improved aquatic habitat and provide long-term water quality benefits," said Deputy Secretary/Acting Secretary of the Environment Suzanne E. Dorsey.

"From the time that the Ever Forward was grounded to the refloating of the vessel to the issuance of this wetlands license and its special conditions, the Maryland Department of the Environment has been on the job to ensure that the Chesapeake Bay and its habitat for oysters and other aquatic life are protected."

According to the U.S. Coast Guard, the grounding was caused due to a lack of attention and situational awareness by Pilot 1 who was distracted by his phone, as well as inadequate bridge resource management and communication between all bridge team members.

Maryland: Marine pilots banned from using phones after “Ever Forward’s” grounding

Safety4Sea, by The Editorial Team | January 9, 2023

The Maryland Board of Pilots decided to enact a rule change that forbids on-duty pilots from using their phones, after the grounding of the Ever Forward in Chesapeake Bay.



Figure 2: Credit U.S. Coast Guard Photo

According to board chairman Sandy Steeves, *“the job of a state-licensed pilot requires absolute attention and focus on the job of safety piloting, navigating maneuvering, anchoring docking or undocking a vessel.”*

Maryland banned texting and driving in 2013, but it was technically legal to “text and pilot” merchant ships while in state waters.

However, during 2022, one pilot’s decision to use a phone put the containership Ever Forward aground on an oyster bank, where the vessel stayed for a month as salvors worked to free her.

Recently, [the US Coast Guard published its investigation report into the grounding of the cargo ship “Ever Forward”](#) in the

Chesapeake Bay, faulting the pilot tasked with helping the ship navigate the waterway.

More specifically, during the Ever Forward’s outbound transit, Pilot 1 placed or received five phone calls from his personal cell phone. AT&T records indicated that the calls totaled approximately 61 minutes of the 126-minute voyage up to the grounding.

The longest personal call placed was over 55 minutes, starting at 19:03 and ending at 19:58. Pilot 1 also placed a work call regarding the line handler issues that had been previously encountered, something not urgent and unrelated to the current safe navigation of EVER FORWARD.

Further, he sent two text messages at 20:07 and 20:15, a critical time period leading up to when the turn south into the lower Craighill Channel should have been executed. The Third Officer observed Pilot 1 looking at his phone at 20:17, approximately one minute before the vessel ran aground.

Although Pilot 1 did not disclose the purpose of all of the calls, he stated that due to the duration of time pilots are onboard vessels, it is not unusual to complete various personal tasks while underway.

However, when Pilot 2 was interviewed, he stated that he was not in the practice of making personal calls while in transit and would only feel comfortable doing so in an emergency situation.



NAMSGlobal wants to know, what are your thoughts on Pilots using cell phones? Should the Board of Pilots have insurance in order to pay for these incidents? Please send your replies, comments and stories to office@namsglobal.org.

Coast Guard Rescues 7 From Disabled, Adrift Tug

USCG | January 15, 2023

BALTIMORE, Md. – The Coast Guard rescued seven people Saturday from a disabled, adrift tug towing a barge 30 miles offshore from Ocean City.



A crew member aboard the tug Legacy notified watch standers at Coast Guard Sector Maryland-National Capital Region at about 3:30 a.m. Saturday that while towing a 290-foot barge from New Jersey, to Guyana, a 1,000-foot towing line became entangled and fouled their starboard propeller. The vessel continued to make way on one engine when the tow line snapped. The crew attempted to regain tow of the barge at which time the line became tangled in the port propeller immobilizing the vessel.

The tug’s crew member said Legacy was inoperable and that the crew was making preparations to abandon ship.

The 154-foot Coast Guard Cutter Lawrence Lawson, homeported in Cape May, New Jersey, was already underway and diverted to the incident to help. Once on scene, the cutter’s crew was unable to get near the disabled tug or barge due to on scene weather and concern that the loose tow line beneath the water’s surface would foul the Coast Guard cutter’s propellers. The Lawrence Lawson maintained station and provided critical assistance to responding units and ensured safety of the seven crew members.



Coast Guard Sector Maryland-National Capital Region launched an MH-65 Dolphin helicopter crew from Coast Guard Air Station Atlantic City, New Jersey, and an MH-60 Jayhawk crew from Coast Guard Air Station Elizabeth City, North Carolina, to hoist the seven people from the vessel. After all, seven people were safely hoisted, the air crews transported them to Ocean City Municipal Airport in Maryland with no reported injuries.

The tug’s crew activated their emergency position indicating radio beacon (EPIRB), and the Coast Guard MH-60 deployed a self-locating data marker buoy (SLDMB) for Coast Guard watch standers to track the tug and barge while awaiting commercial salvage.

Commentary:



In NAMS’s March 2022 eNewsletter, then Vice President, Mr. Matt Knoll, talked about the issues with “Trip in Tow”. In his article, he talked about the calculation (rule of thumb) for sizing shackles of the system and the “difficulty” and “push back” from Owner’s and Clients in complying with the Surveyor’s (Rules and Regulations) recommendations. I understand that from the article above, it is difficult to draw a conclusion regarding the root cause for the current incident, however, the whole situation seems a bit strange... and maybe what Mr. Knoll presented in his article has played a role in the present incident? It will be interesting to see if further investigations reveal anything else.

Efforts Underway to Refloat Towing Vessel in Port of Milwaukee

gCaptain, Mike Schuler | January 6, 2023



Figure 3: U.S. Coast Guard Photo

The U.S. Coast Guard has been working with partners to refloat a towing vessel in the Kinnickinnic River in the Port of Milwaukee.

The towing vessel *Michigan*, part of an articulated tug barge (ATB) along with the barge *Great Lakes*, partially sank in 26 feet of water on Monday after taking on water at its moorings. The *Michigan* has a maximum potential of 40,000 gallons of oil and fuel onboard.

Coast Guard pollution responders previously confirmed that the vessel was not actively polluting and 100 feet of hard boom with absorbent material had been deployed as a preventative measure.

The Coast Guard worked with the vessel’s owner, U.S. Venture, and a salvage company this week to refloat the vessel and limit potential impacts from the incident.

“At this point in time, the Coast Guard’s focus is the marine environmental protection and the potential waterway impacts,” said Capt. Seth Parker, Commander of Sector Lake Michigan.

Dredging Vessel Capsizes and Spills Oil on Lower Mississippi River

gCaptain, Mike Schuler | January 17, 2023

A dredging vessel capsized Monday on the Lower Mississippi River, spilling oil but thankfully the two people on board at the time are safe.

The U.S. Coast Guard reports that Sector New Orleans watchstanders received notification at 12:50 a.m. that the dredging vessel *W.B. Wood* capsized in the vicinity of mile marker 85 near Meraux, Louisiana, and the two people aboard were rescued and accounted for by the crew of the towing vessel *Omaha*.

Coast Guard Sector New Orleans Incident Management Division is coordinating with the dredge operator Wood Resources, LLC in overseeing the pollution response and plans to salvage the

vessel.

The responding oil spill response organization, Environmental Safety & Health Consulting Services (ES&H), had three response boats on scene, was conducting skimming operations, and had recovered more than 3,360 gallons of oily water mixture as of the latest update published at 10:24 PM EST Monday. ES&H deployed 940-feet of hard and soft boom and contained the discharge.

A Coast Guard overflight of the area verified sheening from the incident location down to MM 64, which the Coast Guard said is expected to dissipate naturally. Pollution reports are being investigated by the Coast Guard to ensure no additional areas along the Mississippi River have been impacted.

Coast Guard Sector New Orleans closed the waterway from MM 81 to MM 86 for 8 hours, but since opened the waterway with specific restrictions in place in order to facilitate safe recovery operations.

The cause of the incident is under investigation.



Figure 4: An aerial shot of the *W.B. Wood* after it capsized on the Mississippi River near Meraux, Louisiana on Jan. 16, 2023. U.S. Coast Guard photo by Sector New Orleans



Figure 5: 940 feet of the boom was placed around the capsized vessel *W.B. Wood* to contain its fuel discharge on the Mississippi River near Meraux, Louisiana on Jan. 16, 2023. U.S. Coast Guard photo by Sector New Orleans

DEME awarded Empire Wind cable contract

Marine Log, Nick Blenkey | January 04, 2023

Belgium's DEME Group reports that its DEME Offshore US subsidiary has been awarded a "substantial" contract for the transportation and installation of inter-array cables for the Empire Wind 1 and 2 offshore wind farms.

DEME says the contract is "substantial" and that DEME Offshore US will be responsible for the transport and installation of the inter-array cables, which have a total length of over 350 kilometers (217 miles).

The installation works will be performed by a cable installation vessel from the DEME fleet in two campaigns. Currently the company operates the state-of-the-art cable installation vessel *Living Stone* and this will be joined by a second DP3 cable installation vessel *Viking Neptun* in first quarter 2023.

Empire Wind 1 and 2 are being developed by a 50-50 partnership between Equinor and bp. Equinor will be the operator through the development, construction, and operations phases of the projects.

"We are very proud Equinor has awarded DEME Offshore US these two exceptional projects," said Sid Florey, president, DEME Offshore US. "DEME's excellent track record and ability to successfully execute large-scale cable projects safely and efficiently, combined with our robust technical solution for the Empire Wind projects, are the key factors for our success with the award of this contract."

"Additionally, this contract highlights the continued expansion of our U.S. portfolio through our office in Boston and our commitment to the future growth of the US offshore wind market," he added.

Empire Wind 1 and 2 are being developed by a 50-50 partnership between Equinor and bp. Equinor will be the operator through the development, construction, and operations phases of the projects. Once constructed, Empire Wind 1 and 2 will have a total installed capacity of more than 2 GW and will power more than 1 million New York homes.

Fires, Inflation and Climate Change: Global Trends to Watch in Marine Insurance

gCaptain, Mike Schuler | November 22, 2022

Despite a broader long-term trend of safety improvements in the global shipping industry, a number of factors are leading to ever larger insurance claims for the industry, according to Allianz Global Corporate & Specialty (AGCS).

Fire and explosion are now the most expensive driver of claims activity, overtaking sinking and collision.

Mis-declared or non-declaration of dangerous cargoes is a common issue. Of AGCS' analysis of more than 240,000 industry claims over the past five years with an approximate value of 9.2 billion euros, fires accounted for 18% of the value of marine claims analyzed. The number of fires on board large vessels has increased significantly in recent years, with a string of incidents involving cargo fires and explosions, which are difficult to extinguish and can easily lead to the total loss of a vessel, tragic loss of life and environmental damage. AGCS also noted a recent trend of threat posed by Lithium-ion batteries in electric vehicles or cargo that is not stored, handled or transported

correctly. Li-ion battery and electric vehicle fires burn more ferociously, can be difficult to extinguish, and are capable of spontaneously reigniting hours or even days after they have been put out, "Shipping losses may have more than halved over the past decade (54 total losses at the end of 2021 compared to 127 at the end of 2012, according to the AGCS Safety & Shipping Review 2022), but fires on board vessels remain among the biggest safety issues for the industry," said Captain Rahul Khanna, Global Head of Marine Risk Consulting at AGCS. "The potential dangers that the transportation of lithium-ion batteries pose if they are not stored or handled correctly only add to these concerns, and we have already seen a number of incidents."

Salvage and wreck removal costs have long been on the rise, but inflation is now compounding existing trends driving higher value claims, with higher prices for steel and spare parts and rising labor costs impacting hull repair and machinery breakdown claims.



Figure 6: Fires, Inflation and Climate Change: Global Trends to Watch in Marine Insurance

“We see more high value goods being shipped by container, while the average cost of goods rises with inflation,” says Khanna. “It is not unusual to see one container valued at \$50mn or more for high value cargos like pharmaceuticals. These high value cargos need additional risk mitigation measures, such as GPS trackers and sensors that provide real time monitoring on temperature, moisture shock, and light and door openings, for example. At the same time cargo interests need to keep a close eye on insured values. Clients may need to adjust their insurance and policy limits, or risk being underinsured – we have already seen claims for high value container cargos where the cargo interest was underinsured by as much as \$20mn.” Damaged goods, including cargo, is the most frequent cause of claims, with temperature variation, theft of cargo, and inadequate shipping containers flagged as areas of concern, according to AGCS.

The insurance market has paid some large temperature variation and fire claims involving pharmaceutical shipments, according to Régis Broudin, Global Head of Marine Claims at AGCS. “Cargo values have risen noticeably in the past year. We recently saw a truck fire loss involving a cargo valued at \$73mn from just one transportation. This is a concerning trend for marine underwriters.”

Container shipping’s pandemic boom cycle has also affected cargo claims. A global shortage of shipping containers has resulted in substandard and damaged containers being bought back into use. A deterioration in the economic environment and the higher cost of living could have implications for future theft and civil unrest claims, according to AGCS.

“We have always seen cargo losses from defective containers, for example caused by ingress of water. But if we see a lot of

substandard containers being brought back into use, the result could be a higher frequency of losses coming through in future months,” says Captain Nitin Chopra, Senior Marine Risk Consultant at AGCS.

Recent years have highlighted large supply chain disruption exposures in the shipping industry, with a number of maritime incidents, natural catastrophes, cyber-attacks and the Covid-19 pandemic causing major delays to shipping and ports. Further disruption has also been caused by congestion, labor shortages and constrained container capacity.

“The trend for larger ships is also helping increase supply chain exposures,” says Chopra. “Larger vessels, while more efficient, require port infrastructure and logistical support that is more complex and specialist than traditional shipping. There are also greater concentrations of cargo risk on board large container vessels and in major ports, so any incident has the potential to simultaneously affect large volumes of cargo and companies. Ports are also increasingly reliant on technology, where an outage or cyber-attack could effectively close a port. Commercial pressures are already a contributing factor in many losses that resulted from poor decision-making. The pressure on vessels and crew is currently very high. The reality is that some may be tempted to ignore issues or take shortcuts, which could result in future losses.”

“Risk managers must take these factors into account and take a more risk managed approach to the shipping aspect of supply chains,” explains Broudin. “In the past, companies have not paid enough attention to cargo risks and exposure accumulation. Companies need to start treating cargo risks more like property assets, tracking and monitoring exposures, and taking a more proactive approach to protecting them.”

According to AGCS, climate change will increasingly impact marine insurance claims, with more extreme weather events and new exposures linked to the transition to net-zero.

Natural catastrophes were already the fifth biggest cause of marine insurance claims by both frequency and severity for the five-year period ending December 2021, according to AGCS’ analysis. Extreme weather and natural hazards have contributed to a number of large losses in the past, with the loss of vessels and damage to cargos – extreme weather was a contributing factor in at least 25% of the total vessel losses reported in 2021 alone. Weather has also been a factor in a recent increase in the number of containers lost at sea.

Meanwhile, efforts to decarbonize the shipping industry will also impact marine claims going forward. AGCS notes that a key risk factor in the transition will be the adoption of alternative

fuels, which could include liquefied natural gas, green hydrogen and methanol, as well as electric- and wind-powered assisted vessels. The introduction of new technology and working practices can, however, result in new risks or unexpected consequences.

Machinery breakdown is already a significant source of marine insurance claims, being the fourth largest cause by frequency

and value over the past five years. The insurance industry has already seen a number of machinery breakdown and contaminated fuel claims related to the introduction of low sulfur fuel oil under IMO 2020, which was introduced to cut sulfur oxide emissions, as marine fuels and bunkering become more complex.

H&H awarded abs certification for tail shaft cladding process

H&H specializes in the customization and repair of all marine driveline components ranging from small recreational crafts to large commercial and government vessels.

MarineLog and H&H Propeller and Shaft

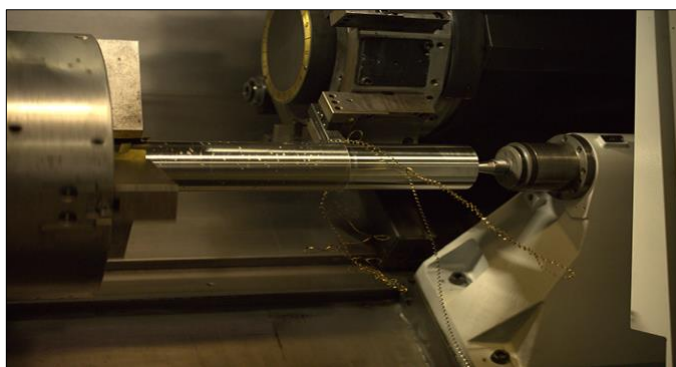


Figure 7: Courtesy of MarineLog

Salem, Mass., based driveline repair specialist H&H Propeller and Shaft has been awarded ABS (American Bureau of Shipping) certification for its proprietary marine tailshaft weld cladding process.

“We are honored to receive this ABS certification,” said H&H Chief Operating Officer Paul Grillo. “This is an important development for our northeast customers as we offer a certified, centrally located facility, proven quality workmanship, conducted in compliance with stringent ABS standards. With accelerating material costs and lead times we’ve all experienced, this service helps our customers reduce downtime, and in many cases, avoid costly shaft replacement. H&H’s unparalleled expertise in shaft inspection and repair gets our customers back in the water faster.”

“The cladding process developed and perfected by H&H engineers and machinists restores marine shafts to like-new condition,” said H&H Vice President of Engineering John Pelletier. “In addition to extending the life of your shaft, this is an economical way to get back on the water quickly and safely. The ability to repair damaged shafts up to up to 8 inches in diameter and 40 feet in length using approved ABS procedures provides a valuable option to New England’s marine industry.”

CARGO, PORTS AND TERMINALS

U.S. Grain Export Sales Fall Within Expectations

Market Watch, Kirk Maltais | 30 December 2022

Weekly export sales of U.S. grains mostly fell within the projections of traders, with wheat and corn sales slightly exceeding forecasts. For the week ended Dec. 22, export sales of wheat across the 2022/23 and 2023/24 marketing years totaled 511,100 metric tons, while sales of corn across both years totaled 951,600 tons,

according to data from the U.S. Department of Agriculture. Both figures are slightly above the forecasts of traders surveyed this week by The Wall Street Journal, who had forecast wheat sales to land anywhere from 200,000 to 500,000 tons and corn sales to land anywhere from 600,000 to 900,000 tons.

Export sales for soy products fell within trader estimates. Soybean sales totaled 705,800 tons, including a cancellation of sales worth 278,300 tons to unknown destinations. Soymeal sales totaled 264,300 tons and soy oil sales totaled 5,400 tons.

Will U.S. grain exports continue to lag?

Despite the U.S. dollar dropping nearly 10% since September, U.S. exports have remained precariously slow.

Successful Farming, Bryan Doherty | 16 December 2022

Despite the U.S. dollar dropping nearly 10% since September, U.S. exports have remained precariously slow.

History has indicated that high prices often encourage end users to take a more cautious approach to buying and therefore, only purchase on an as-needed basis. Since prices have been high since last spring (except for a drop-off in summer and subsequent rally), robust export sales into the fall months have been lacking.

USDA has reduced corn exports monthly since September. The question is whether or not exports are on the verge of improving, or if the trend of slow sales will continue.

From the perspective of the buyer, corn prices have dropped near 50 cents on futures since the beginning of November. Add to that approximately a 10% decline in the dollar and, in theory, exports are becoming more attractive.

However, problems with the Mississippi (due to low water levels and high barge costs) have kept Gulf prices stronger than U.S. competitors.

Recent changes in weather patterns have produced more moisture along the Mississippi channel, so this problem could likely be less than it has been. Still, end users have failed to respond in an aggressive fashion.

The real focus, however, is prospects for South American production. Argentina, the world's second largest exporter of corn, has struggled with early-season dry conditions, as has southern Brazil, which could affect first-crop production. Yet, Brazil's emergence on the export market, and their second corn crop after beans are harvested, is where critical yield analysis will occur.

China has inked a deal to purchase Brazil corn. If Brazil's production appears to be in jeopardy, they may aggressively seek U.S. corn.

At present, forecasters are suggesting a waning La Niña pattern will lead to more normal weather in both Argentina and Brazil. Consequently, it appears the bet is on big production.

This theory may be reflected in the weekly Commitment of Traders report, in which managed money was long near 270,000 contracts at the end of October and now may be close to 140,000.

Soybeans and wheat are a similar story, where U.S. prices, according to the International Grain Council, have generally remained higher than competing countries.

The world remains in an uncertain environment coming out of COVID, while a war rages on in Ukraine. If weather conditions do turn more normal in the year ahead, the world will likely grow its food supplies. In this scenario, end users probably remain as buyers on an as-needed basis and price trends will continue to ease lower.

This suggests U.S. farmers should continue to make prudent cash sales of both old and new crops. The old saying is that bull markets have long tails, referring to a declining price pattern. Yet, if weather is less than ideal and the war continues into next year, expect a more volatile environment.

When marketing, an idea is to expect world weather conditions to improve in the year ahead and prices to work lower. Forward selling, hedging, and using puts are strategies to consider.

However, cover sales with call options so that you have a balanced approach and are prepared for whichever way the market moves. Be sure to understand the risks and rewards before entering into any strategy.

Container shipping market outlook for 2023

The container shipping sector enjoyed an unprecedented boom during the pandemic, but the coming year sees a difficult combination of sluggish demand and sharply rising fleet growth.

Seatrade Maritime News, Marcus Hand | 5 January 2023

In the second part of *Seatrade Maritime News 2023 shipping market outlook series* the focus is on the container sector with Maritime Strategies International (MSI) analyst Daniel Richards. He tells the *Seatrade Maritime Podcast* that there are three different elements that are important looking forward into 2023 for the sector: expected trade growth, pace and size of fleet growth, and issues around congestion and capacity.

Trade growth outlook

On trade growth Richards says there has been an overbuilding of inventories, pressure on housing markets due to interest rates, and also pressure on consumers disposable incomes. "So, the trade growth outlook, at least for the first half of 2023 is going to be pretty challenging."

Fleet growth forecast

Speaking about the growth in the supply of tonnage he says: "What is the immovable big object coming down the line for the container market balance is that supply growth is going to accelerate markedly." MSI forecast 7% fleet growth year-on-year in both 2023 and 2024, and above average growth in 2025. Fleet growth though be as high 10% a year if a high expected volume of scrapping does not take place.

Congestion and capacity

The pandemic has been marked by severe supply disruption and congestion in container shipping, but this is now changing. "You've seen a pretty sizable loss of effective capacity over the period coincided with the pandemic, and that's now also beginning to unwind," Richards says.

Container freight rates

The latter half of 2022 saw an extremely sharp drop in spot container freight rates, which are now much lower than contract rates agreed between shippers and lines earlier in the year. Richards noted that data from Xeneta showed definite signs that contract rates were starting to fall.

"A high proportion of contracts will come up for renewal in the first half of next year, and it's clear that the lines are going into that renewal season, not on a great footing. Blank sailings aren't yet proving to be as effective at all as they were in the early stages of the pandemic. So now the spot rates have led, it's likely the contract rates will follow."

The level of drop off in contract rates will vary by line, trade focus, and the amount of spot versus contract business they have. MSI does not expect contract rates to fall all the way back to weak market levels in the pre-pandemic era.

Impact on container line earnings

The big question for lines is when will the fall in freight rates start impact earnings, which remained at record levels in Q3 2022. "The first thing that you'll see is that different lines are going to experience the next several quarters in quite different ways. So, lines that have a particular focus on the spot business of Transpacific Asia to US trades, they're likely to come under pressure sooner than the bigger more or the lines which have a more diverse cargo base across different regions," Richards says. Similarly, lines with more contract versus spot cargo will see more earnings longevity.

"You're looking more towards the middle of next year, for the industry as a whole and that earnings picture to begin to look more normal," he explains. However, this will not be at the level of ultra-thin margins seen in some pre-pandemic years.

Port Houston to impose import container dwell fee

Escalating port congestion on the US East Coast sees Port Houston announcing it will impose an import dwell fee starting 1 February.

Seatrade Maritime News, Marcus Hand | Jan 05, 2023



Figure 8: US Army Corp of Engineers, public domain via Wikipedia

The measure that seeks to address the long stay of containers and reduce congestion at the Bayport and Barbour's Cut Container Terminals.

Over the last year shipping lines have shifted more services into US East Coast ports to escape chronic congestion at West Coast ports in the latter half of 2021 and into 2022, in particular the Los Angeles and Long Beach gateways. The result though has been growing congestion at US East Coast ports as volumes surged, while West Coast ports are now operating normally. The \$45 fee will be charged per unit per day starting on the eighth day after the expiration of free time, as defined in the port's Tariff No. 15 Subrule 095 and Tariff No. 14 Subrule 093. The fee

is in addition to and does not take the place of the demurrage charges for loaded import containers. Containers will be held until all terminal fees are accounted for and the cargo owner is responsible for paying the fees.

"We've seen during the recent increase in demand that containers sitting on terminals for an extended period are a challenge. We are implementing this additional tool to help optimise space at our terminals and keep goods moving to the consumers in our region who need them," said Executive Director at Port Houston, Roger Guenther

The Port Commission permitted the new dwell fee structure this past October to limit the time containers spend stationed at terminals. An Excessive Import Dwell Fee was also approved in October, which Guenther has the discretion to enact when necessary. If adopted, it would go into effect after 30 days of public notice and last for at least 60 days.

In the first 10 months of 2022 container volumes at Port Houston grew 18% year-on-year to 3.33m teu.

A similar container dwell fee at the ports of LA and Long Beach was approved in October 2021, but never implemented, the option to implement is being phased out on 24 January this year.

The Great Lakes Authority chipping away at the rust

A new Great Lakes Authority has been welcomed as a boost to ports and infrastructure in the region.

Seatrade Maritime News, Barry Parker | Jan 03, 2023

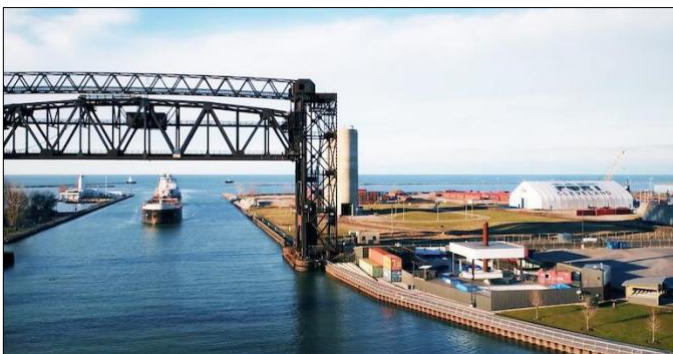


Figure 9: Port of Cleveland

The Consolidated Appropriations Act (CAA) for Fiscal Year 2023, a \$1.7trn piece of legislation now signed into law by President

Biden, totaled 4,100+ pages. Somewhere near the middle- on page 1.921 to be precise, was wording that will have an important and positive impact on the ports in the US Great Lakes- located in eight states stretching from Wisconsin (to the west) up to New York. The wording in the bill creates the "Great Lakes Authority", which is described as a new regional economic development commission.

In a statement released following the CAA's enactment, the American Great Lakes Port Association (AGLPA) said: "The Great Lakes Authority (GLA) promises to become an important new source of economic development and transportation infrastructure funding that will benefit ports, communities and workers in our region."

AGLPA explains further that: "The GLA may make grants to state and local governments, tribes and public and non-profit

organizations for projects that enhance: transportation infrastructure, telecommunications infrastructure, job and employment training, business development, basic healthcare, resource conservation, tourism, recreation, renewable and alternative energy.”

The new GLA is authorized to receive up to \$33m per year from the Federal government, similar to the mechanism for other “regional commissions”, which provided the template for the

new body, but this does not happen automatically, but Congress must make an annual appropriation.

In 2023, this will likely be \$33m. Representative Marcy Kaptur, Democrat from Ohio, who earlier in 2022, had introduced a bill in the House of Representatives with the idea for the GLA, said: “The Great Lakes Authority represents a new vision for how to harness existing assets and focus attention and resources to the corner of our nation that makes, builds, and grows America.”

ONE acquiring three US West Coast container terminals

Ocean Network Express (ONE) is acquiring majority stakes in three US West Coast container terminals from two of its parent companies – Mitsui OSK Lines (MOL) and NYK.

Seatrade Maritime News, Michele Labrut | Jan 03, 2023



Figure 10: TraPac Container Terminal

ONE has signed definitive agreements to acquire a 51% stake in each of TraPac LLC and Yusen Terminals LLC (YTI), currently held by MOL and NYK respectively.

TraPac is a container terminal operator and vessel stevedore that provides container terminal services in Los Angeles and Oakland. YTI is a container terminal operator and vessel stevedore that provides container terminal services in Los Angeles.

“These acquisitions are part of the integration of the container shipping businesses from the parent companies into ONE. The recent disruptions to the supply chain due to Covid-19 have highlighted the importance container terminals play in keeping global trade flowing,” ONE said.

“The newly acquired container terminals will safeguard ONE’s access to terminal capacity in key and strategic gateways, support its growth ambitions and enhance its service offerings to customers.”

The closing of the transactions is subject to the approval of the relevant authorities.

\$1.8bn expansion planned at Port of New Orleans

Major port terminal operators based in New Jersey and Switzerland have committed \$800m toward a planned \$1.8bn container facility on the Lower Mississippi River.

Seatrade Maritime News, Michele Labrut | Dec 14, 2022

New Jersey-based Ports America and Switzerland-based Mediterranean Shipping Company (MSC), through its investment and development subsidiary Terminal Investment Limited (TiL), will partner with the state and with the Port of New Orleans on the project.

State officials said the facility will be able to serve vessels of all sizes, increasing Louisiana’s import and export capacity. The new facility at Violet, downriver from New Orleans, will take advantage of deeper Mississippi River waters while eliminating any height restrictions from bridges spanning the river.

“This new terminal will also strengthen Louisiana’s ability to attract distribution centers, logistics services and value-added services through Port NOLA’s multimodal connectivity,” the state news release said.

The project is currently under review by the US Army Corps of Engineers. Construction for the new terminal with a capacity of 2m teu, is slated to begin in 2025 with the first berth to open in 2028.



Figure 11: Port of New Orleans

The new Louisiana International Terminal (LIT) project in St. Bernard Parish will see \$800m invested by Ports America and TIL, in addition to “substantial commitment” from Port NOLA, as well as state and federal funds.

Port NOLA purchased 1,200 acres of land in Violet in 2020, sufficient to accommodate the terminal, value-added services, and warehousing facilities.

“Today, the container trade in Port NOLA mainly consists of export cargo, making it an exception among US ports, which are usually import-heavy. LIT will attract new container trades, providing access for local industry to cost-competitive shipping options,” said Tom Van Eynde, TIL terminal investment director for North America.

State Sen. Sharon Hewitt said in the state's news release that the Legislature and governor have committed \$50m to the project so far. “And I will continue to work with the Port of New Orleans, our federal delegation, and our local leaders to ensure that the infrastructure needed to support the Louisiana International Terminal is delivered timely,” Hewitt said.

Shanghai is still the world's busiest container port

For the thirteenth year in a row, Shanghai Port remains the world's busiest container port despite the COVID-19 epidemic, according to the port's 2022 statistics.

Daily collection of maritime press clippings 2023– 006

Shanghai's container throughput exceeded 47.3 million TEU last year, according to the Shanghai International Port (Group) Co, Ltd, the port operator, reports Xinhua. In the first quarter, the production of Shanghai Port Group achieved a good start. The container throughput in July rebounded in a V-shape, setting a new monthly high with 4.30 million TEU. On a daily basis,

Shanghai Port set a new 24-hour record of 170,173 TEU in September, with the peak days on September 8 and 11 exceeding 160,000 and 170,000 TEU, respectively. The port operator attributed the increased port performance to technological innovations, new regional expansion and new business development. “They include making a combination of optimizing sea-rail

intermodal transport; water-to-water transfer and other measures to maintain stable industry chains and ensure supplies and smooth business for enterprises,” the report said. The port has also opened a green transportation channel for important production and living materials.

The Port of Savannah is upgrading to become a

container-only facility to meet booming demand

after a year-long increase in cargo volumes.

The port plans a \$410m overhaul of one of its sprawling terminals to make room for loading and unloading larger ships while focusing its business almost exclusively on cargo shipped in containers.

The Georgia Ports Authority approved the project recently under a plan to expand

Savannah's capacity for cargo containers by more than 50% by 2025.

Mass traffic jams off the West Coast caused shippers to divert cargo to Savannah and other ports along the East and Gulf Coasts. That resulted in Savannah handling a record 5.8m teu of imports and exports across its docks in the 2022 fiscal year to June 30. That volume was just shy of Savannah's current capacity of 6m teu.

The port authority's plan to add capacity for an additional 3m teu by 2025 would

give Savannah more room when the next cargo crush arrives. As Ocean Terminal undergoes its transformation, a newly expanded cargo berth will open in the summer at Savannah's main container terminal.

Breakbulk cargo will shift to the Colonel's Island terminal at the Port of Brunswick, which has historically focused on handling high-volume ro-ro shipments.

EVENTS AND OPPORTUNITIES



FEB. 26 – FEB. 28, 2023 NAMSGLOBAL 60TH ANNUAL NATIONAL CONFERENCE

Come join us and earn 12 continuing Education Credits with attendance!

Registration must be received by noon Friday, February 17, 2023. Anyone who finds at the last moment that they can attend is welcome to register at the door. Refunds will not be issued for cancellation received after February 15, 2023. Just click on the menu on the right for further details from registration to accommodation. Please feel free to contact us with any questions or comments you may have. We hope to see you there!

REGISTRATION

You can register online by following this link: [CLICK HERE](#):

Member Fees:

Before: January 7, 2023, \$495.00

After: January 7, 2023, \$545.00

Non-Member Fees:

Before: January 7, 2023, \$545.00

After: January 7, 2023, \$595.00

CONFERENCE AGENDA

As you will see from the conference schedule to be completed soon; this is two full days with 12 hours CE credit.

HOTEL RESERVATIONS

Embassy Suites Hotel San Diego Bay -
Downtown

601 Pacific Highway

San Diego, California 92101



SEE BELOW FOR MORE INFORMATION ABOUT THIS EVENT



TUGS, TOWBOATS AND BARGES

TTB is the only conference focusing on inland, harbor and coastal tug, towboat and barge operations. Discussions include design and construction, business development, and fulfilling environmental, safety, training and security requirements. Click [here](#) for more information.



SHIP REPAIR USA

Ship Repair USA will bring together ship repair facilities and vessel owners and operators to discuss reasons why operators select specific yards, how stakeholders can meet environmental and economic goals, and ways to keep vessels compliant and competitive through a ship's lifespan of repairs, upgrades, retrofits, repowers and conversions. Click [here](#) for more information.



FERRIES

Ferries has been serving passenger vessel owners and operators for 35 years with critical information on vessel design, legislation updates, technological advances, financial strategies and more. Click [here](#) for more information.



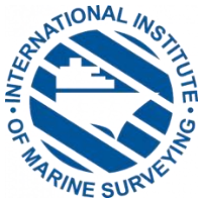
WEBINARS

In 2021, Marine Log launched our successful virtual events with a focus on the growing offshore market. Soon we'll expand our webinars and virtual conferences to focus on emerging market segments, new technologies and regulations. Visit the **Marine Log Conferences & Virtual Events** at www.marinelog.com for further information.



INTERNATIONAL ASSOCIATION OF MARINE INVESTIGATORS

IAMI has posted for their 33 Annual Training Seminar in 2023. Information [here](#).



INTERNATIONAL INSTITUTE OF MARINE SURVEYING

Online Seminars

IIMS has a number of learning platforms, including online learning modules, pay-per-view videos and books IMMS click [here](#).



LLOYD'S MARITIME ACADEMY

Lloyds offers online class models with forums for student discussion. Lloyd's Maritime Academy click [here](#)



AMERICAN INSTITUTE OF MARINE UNDERWRITERS INTRO CLASSES

AIMU has a number of distant learning programs, including webinars and -learning. Click [here](#) for more information.



AMERICAN BOAT AND YACHT COUNCIL

ABYC's course listing:
ABYC courses click [here](#).



NORTHWEST SCHOOL OF WOODEN BOAT BUILDING

Weeklong classes are once again now available:
NW School of Wooden Boat Building classes click [here](#).



TOWING VESSEL INSPECTION BUREAU

The TVIB is currently offering in person and virtual classes. To view courses, click [here](#).



SOCIETY OF ACCREDITED MARINE SURVEYORS

For upcoming events, click [here](#).



AMERICAN SOCIETY OF APPRAISERS

ASA is a multi-discipline, non-profit, international organization of professional appraisers representing all appraisal disciplines: Appraisal Review & Management, Business Valuation, Gems & Jewelry, Machinery & Technical Specialties, Personal Property and Real Property. ASA is now offering Learning classes. For a complete list of ASA Course listing, please click [here](#).



Great Lakes/Great Rivers 2023 Winter Meeting
In-Person Event - February 22-23, 2023
Venue: Aloft Cleveland Downtown
1111 West 10th Street
Cleveland, Ohio 44113



Engineering for the Oceans - A View From 1,300,000 Ft
Virtual Event - February 7, 2023 from 6:00 PM - 7:15 PM (UTC)
Speakers:
Peter Noble, C. Eng, FSNAME, FIMarEST, FCAE, President & Senior Advisor, Noble Associates Inc.

MEMORIAL

Robert E. (Bob) Wallstrom 1934-2022

Bob Wallstrom died November 5, 2002, in Scarborough, Maine. His marine career included Luders Marine Construction Co., Stamford, Connecticut, Phillip L. Rhodes, Naval Architects of New York, Brewer & Wallstrom Yacht Design, Brooklin, Maine and the development of a home study yacht design course (Yacht Design Institute) housed at Maine Maritime Academy. Bob ran his own marine surveying company in Blue Hill, Maine until his retirement.

Among the many yachts he was involved in designing were the Whitby 42, Cabot 36 and the Olympic 47. He was a Retired Life Member of NAMS-Global and also held membership in SNAME. He was a U. S. Army and Connecticut National Guard veteran. His civic endeavors included many years in volunteer fire service in the various towns in Maine where he resided, and he was a member of the Maine Fire Chief's Association.

He is survived by his wife, Pat, son Robert and daughter-in-law Jennifer.

LEGAL STUFF

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NAMS News January 2023

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- Send an email message to office@namsglobal.org describing the submission you would like to publish
- Each submission must be confined to one topic and must be less than 300 words in length.
- If the editor responds by expressing interest in your submission, save your submission in Rich Text Format (.rtf) and send it as an email attachment to petermarinesurvey@gmail.com. Be sure to include your full name, contact information, (address, telephone number, and email address- to be used only by the editors) and a short bio in the body of the email.
- Submissions are published in this News only on the condition that the author agrees to all terms of the Disclaimer, Copyright Statement, and Submissions Policy as outlined above.

Unsolicited submissions will not be considered for publishing and will not be returned.